

Memorandum

To: Kent Morgan, Planning
From: Randy Hoskins, City Traffic Engineer
Date: October 22, 2003
Subject: Bicycle Route Traffic Control Signage

When the bike routes were initially identified, some of the factors that went into their selection included the types of traffic control, amount of parking, perceived safety for cyclists using these routes, etc. Consideration was given to limiting parking in certain areas that could present safety concerns for cyclists. One of the other major considerations that was afforded to the bike routes is that those streets carrying routes are to be maintained to a higher standard than general streets to further facilitate bikes.

We have not, to my knowledge, done any special traffic control signing along bike routes to facilitate the movements of bikes, such as Mr. Wickman suggests. The Federal Manual on Uniform Traffic Control Devices, which has been adopted by both the City and the State, sets out criteria for when Stop and Yield signs should be used. There are no criteria set out in this Manual to account for the type of situation where it would be helpful to maintain bicycle momentum.

We have in the past made changes to accommodate bicyclists and pedestrians. Some of these include installing signs to alert motorists to the increased presence of bikes or pedestrians, prohibiting movements on red signals at signalized intersections to eliminate conflicts between bikes and turning traffic, increasing crossing times to account for the slower speeds of bikes, putting in crossing signals specifically for bikes and pedestrians. Most of these changes have been made at trail crossing locations, simply because that is where we see the highest volumes of non-motorized users.

We would certainly be willing to take a look at locations along the identified bicycle routes to determine if there are operational or safety measures that could be implemented to improve the use of these facilities.

cc: MMT Task Force